

Established February, 1846.

PRICE, \$2 PER MONTH

Business Notices


THE HALL & HOLTZ
Co OPERATIVE COMPANY

AUCTIONS.

THE Undernamed has received instructions to Sell by Public Auction, on

SATURDAY,

the 15th January, 1889, at 2 p.m., at 1 Sales Rooms, QUEEN'S ROAD, —

SUNDRY
HOUSEHOLD FURNITURE, &c,
comprising:—

REP-COVERED DRAWING-ROOM SUITE.
BLACKWOOD MARBLE-TOP CENTAR at
SIDE TABLES, CHROME-COVERED COUCH
and CHAIRS, CHINESE GLASSES, FOUNTAIN
and ORNAMENTS.

DINING TABLE, SIDEBOARD, WEAZON
CHOCSELY, GLASS and PLATED WARE, DINING-
ROOM CHAIRS, GLASS BOOK CASE &
WAITING TABLE.

DONKEY and SINGLE IRON BEDSTEAD.
WARDROBES, WARDROBE with GLASS DOOR
Chest of DRAWERS, MARBLE-TOP TOILET
TABLE and WASHSTAND.

A COTTAGE PLANO.

ONE JINKIESHA

—, &c., &c.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG
Auctioneer.

Hongkong, January 15, 1889.

Insurances.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

THE Undersigned, AGENTS of the above
Company, are authorized to insure
against FIRE at Current Rates.

GILMAN & Co

Hongkong, January 1, 1882.

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER OF
His Majesty King George The First

A. B. 1740.

THE Undersigned having been appointed Agents for the above Corporation prepared to grant Insurances as follows

Fire Department.
Policies issued for long or short period at current rates.

Life Department.
Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & CO
Hongkong, October 19, 1888.

QUEEN FILMS INSURANCE COMPANY.
PANY.

THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS for FIRE at Current Rates

NORTON & Co
Agents.
Hongkong, July 15, 1887.

Intimations.
DENTISTRY.
FIRST CLASS WORKMANSHIP
MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist.
(FORMERLY SIGNED APRENTICE AND FIRST ASSISTANT to Dr. ROGERS.)

AT the urgent request of his European and American patients and friends has TAKEN THE OFFICE formerly occupied by Dr. ROGERS.

No. 2, DUDDELL STREET.

CONSULTATION FREE.

Discontinue to print and publish.

Solo Address
2 BULLOCK STREET

(Next to the New Oriental Bazaar)
 Hongkong, January 18, 1886.

SCOTT'S
EMULSION

OF PURE COD LIVER OIL
 With Hypophosphites of Lime

PALATABLE AS MILK

The only preparation of **COD LIVER OIL** that is taken readily and tolerated for a long time. It is
AS A REMEDY FOR CONSUMPTION
BRONCHITIS SCROFULOUS AFFECTIONS
ANEMIA GENERAL DEBILITY
AND TRACHEA BRONCHITIS
WASTING DISORDERS OF CHILDREN
ADULTS it is as marvellous as the purest
 Prescribed and recommended by the best Physicians
SOLD BY ALL CHEMISTS —
 Sole Agents for China and Hongkong
MESSRS. WATSON & CO. (LIMITED)
 Hongkong, December 17, 1899.

Mr Theophilus Sampson, headmaster of

Mr Theophilus Sampson, headmaster of the Tung Yin Kwan School, Canton, left yesterday on a holiday, and got an enthusiastic "send-off" from his pupils, who, on the departure of the *Rathan* from the wharf, followed the steamer for some distance in boats and fired innumerable crackers. Mr Sampson, who is one of the oldest European residents in the Far East, goes first to Australia and afterwards to England. His place is taken by Mr Lane, from Hankow.

ABOUT two years ago Captain Clarke, of the *Kiukiang*, called the attention of the Hongkong Chamber of Commerce to the existence of a dangerous patch of rocks at the Western entrance of the Dutch Bolly Channel on the North side of the Fairway in the Canton River. Captain Clarke then pointed out that the buoys which mark these rocky dangers were constantly being

fouled and shifted by junks and steamers, rendering the channel very dangerous. The distance between the Steamboat Company's wharf and these rocks is little over 1000 feet, a very short distance to get steered away on the ship, especially in a strong ebb-tide. Any slight accident therefore to machinery or steering gear, or a junk getting in the fairway, might be the cause of one of the steamers striking the rock. But the

risk is not run by them alone, for all foreign and Chinese gunboats also pass through the channel, besides the native craft carrying cargo transhipped from ocean steamers. Captain Clarke, in his letter, referred to accidents that had happened to the *Powen* and *Donam* on these rocks, and since then we know of the German steamer *Gerda* running on the South side of the rocks and sustaining damage to the extent of \$15,000, while a Chinese gunboat nearly capsized at

the same spot, losing one man and suffering considerable damage. The Hongkong Chamber did not take any steps in the matter, but remitted the letter to the Steamboat Company. The result is that no improvement has been made in the condition of affairs. The height of the rocks must be reduced at no great expense by blasting and dredging, and seeing the increasing amount of trade and the increasing

tonnage dues the Chinese authorities ought to remove this danger from the navigation of the river. We hope a strong appeal will be made to them, as the matter is of considerable importance to the trade between Hongkong and Canton.

An American telegram says:—The Duchess of Marlborough has gone to the Riviera alone, to remain an indefinite time. The

According to some authorities there is a bright future before Bombay. Several new cotton mills, to be begun at once, are already being estimated for, and it is said that over a dozen new mills will be erected within the next two years. A number of native firms are beginning to import machinery to meet the demand.

hitherto obtained from Europe, while some large European firms are taking steps to do their business on a larger and more liberal scale. All this, says the *Times of India*, must be very interesting to those engaged in commerce and trade in this country, but the public will be better pleased when the Merchandise Marks Bill is in practical working force in India. In this connection we are glad to learn that the Chamber of Commerce has already taken up the question of introducing a universal standard of weight, of fluid measure, &c., for the whole

The following expression of native opinions in Java as to the use of the paddy as a unit of measurement is interesting. It is

taken from the *Losonchoti* and will be found to corroborate the views held strongly on this subject by those who best understand the character of the oriental offender.—The reintroduction of corporal punishment is being much discussed among the natives. A fairly well educated subordinate native officer considers that it will be a great boon to the native. In the first place, the punishment is much dreaded; a would-be evil-doer is restrained, even by the thought of the rattan; while it is probably not a matter of indifference if he receive six

strokes or twenty as his allowance. In the second place, innocent persons, such as the wives and children of those convicted, will not also share the punishment; when, as is the case at present, their breadwinners are under lock and key, those who have done no harm suffer from want. If such be the opinion of natives it is a very strong argument in favour of the introduction of this form of punishment.

interesting to give one or two particulars respecting his antecedents," says the *Star*. "Osmán Dignus was born at Rouven, and is the son of French parents, his family name being Vinet. He commenced his education at Rouven, and was afterwards sent to Paris to school. Where still a minor, he had his parents went to Alexandria, shortly afterwards his father died there. His mother then married a merchant of Alexandria named Osmán Dignus. This man became very fond of his step-son, George Vinet, and brought him up as a

Mahmoud, sending him to complete his education at the military school at Cairo. Here he studied tactics and the operations of war under French officers. Arabi was at the school at the same time. It was at this period that his stepfather migrated to Suakin, where he set up as general merchant and slave-dealer. He was soon doing a very lucrative business, and at his death, Vint carried him under the same name. A few years passed, and when civil war broke out in Egypt in 1882 Osman Digna exposed the cause of his

but from that companion, Arabi, and became one of England's bitterest foes as the Mahdi's lieutenant. In appearance Osman Digna is a fine-looking man, tall and well proportioned, though rather fat. He wears a long black beard, and has lost his left arm.

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR.

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID.

MEDITERRANEAN AND BLACK-SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA.

LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP.

ON WEDNESDAY, the 23rd January, 1889, at Noon, the Company's Steamship *NATAL*, Commandant Scott, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 22nd January, 1889. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Outlets and values of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPRAUX, Agent.

Hongkong, January 15, 1889.

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CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE.

VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship *BATAVIA*, 2,538 Tons Register, Agent, Commandant, will be despatched for VANCOUVER, B.C., and KOREA and YOKOHAMA, on THURSDAY, the 7th February, at 3 p.m.

To be followed by the S.S. *PARTHIA*, on the 7th March, and S.S. *ABYSSINIA*, on the 4th April.

Connections will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco and Pacific Coast Points, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class fares granted as follows:—

To Vancouver & Victoria, Mex. \$160.00

To San Francisco, " " 175.00

To all common ports in Canada, " " 230.00

To Liverpool " " 300.00

To London " " 305.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 6th February.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, January 10, 1889.

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Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *GAELIC* will be despatched for San Francisco via Yokohama, on SATURDAY, the 25th Inst., at 1 p.m.

Connections being made at Yokohama, with Steamers from Shanghai and Japan Ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class fares granted as follows:—

To San Francisco, " " \$200.00

To San Francisco and return, " " 350.00

To Liverpool " " 325.00

To London " " 330.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 504, Queen's Road Central.

G. D. HARMAN, Agent.

Hongkong, January 8, 1889.

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WASHING BOOKS.

(In English and Chinese.)

WASHBURN'S BOOKS, for the use of Ladies and Gentlemen, are now

being sold at the Office.—Price, \$1 each.

CHINA MAIL OFFICE.

Intimations.

WINTER TIME TABLE.

THE KOWLOON FERRY.

STEAM LAUNCH.

MORNING STAR.

Runs DAILY as a FERRY BOAT between Peddar's Wharf and Tsim-Tai-Tau at the following hours:—This Time Table will take effect from the 12th December, 1888.

LEAVES KOWLOON. LEAVES HONGKONG.

6.00 A.M. 6.15 A.M.

6.40 " 7.00 "

7.30 " 7.45 "

8.00 " 8.15 "

8.50 " 9.00 "

9.30 " 9.40 "

*10.00 " *10.15 "

*10.40 " *10.55 "

12.30 P.M. 1.00 "

1.30 " 2.00 "

2.15 " 2.40 "

3.15 " 3.40 "

4.15 " 4.40 "

4.50 " 5.10 "

5.30 " 5.45 "

6.15 " 6.30 "

6.45 " 7.00 "

7.15 " 7.30 "

9.00 " 9.30 "

10.00 " 10.30 "

12.00 "

* There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppage.

PUBLICATIONS.

'CHINA MAIL' OFFICE.

(CHINA REVIEW—published once in Two Months.)

OVERLAND CHINA MAIL—for every Weekly Mail.

CHINA MAIL—Every Day.

Orders for Printing and Book-binding promptly executed at MODERATE CHARGES.

'CHINA MAIL' OFFICE,

2, Wyndham Street (behind the Club)

NOW READY.

THE COMMERCIAL LAW AFFECT-

ING CHINESE; with special refer-

ence to PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG.

Copies may be had at the China Mail Office, and at Messrs. LANE, CRAWFORD & CO., 15, Prince Street.

Price, \$1.50.

LANE, CRAWFORD & CO.

Hongkong, August 20, 1884.

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Hongkong Rates of Postage.

In the following Statements and Tables the Rates are given in cents, and for Letters per half ounce, for Books and Patterns, per two ounces.

Newspapers per four ounces in weight are charged as double, trouble, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must any newspaper be inserted except hand bills or Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, when written by hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge on them is the same as for books, but, whatever the weight of a packet containing any partially written paper, it will not be charged less than 5 cents.

The sender of a Registered Article for a Union Country may accompany it with a Return Receipt on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 8 ounces, and must not exceed three dimensions: 8 inches by 4 inches by 2 inches.

Countries of the Postal Union.

The Union may be taken to comprise all civilised countries except the Australasian and Cape Colonies.

Postage to Union Countries.

Letters, 10 cents per 1 oz.

Post Cards, 3 cents each.

Registration, 10 cents.

Newspapers, 2 cents each.

Books, Patterns and Comm. Papers, 2 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

Postage to Non-Union Countries.

Australia, New Zealand, Tasmania, and Fiji, via Torres Straits, Letters, 10; Registration, 10; Newspapers, 2; Books and Patterns, 2; Via Ceylon, Letters, 15 cents; Registration, 10; Newspapers, 2 cents each; Books and Patterns, 2 cents per 2 oz.

8. African Colonies:—Letters, 30; Registration, 10; Newspapers, 5; Books and Patterns, 5 per 2 oz.

LOCAL POSTAGE.

General Local Rates for Hongkong, Macao, China, Japan, Siam, direct: (d) Ceylon-China, Tonquin, and the Philippines:—

Letters per 1 oz., 5 cents (c).

Post Cards, each, 1 cent.

Books and Patterns, per 2 oz., 2 cents.

Newspapers and Prices Current, each, 2 cents.

Registration, 5 cents.

(d) Via Singapore, 10 cents.

(d) Between Hongkong, Canton, and Macao 2 cents.

Local Delivery.

1. All correspondence posted before 5 p.m. on any week day for address in Victoria will be delivered the same day, and generally within two hours, unless the delivery should be retarded by the Contract Mails.

2. Invitations, &c., can generally be delivered within Victoria at the private houses of the addressees rather than at places of business, if a wish to that effect be expressed by the sender, otherwise all correspondence is invariably delivered at the nearest place of business.

3. Boxholders who desire to send Circulars, Dividend Warrants, Invitations, Cards, &c., of the same weight, to addressees in

Hongkong, or the Ports of China, may deliver them to the Post Office unsealed, the postage being then charged to the sender's account. Each batch must consist of at least ten.

4. Boxholders may also send Patterns to the same places in the same way. Envelopes containing Patterns may be wholly closed, if the nature of the contents be first exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed Circulars may be inserted in such Pattern Packets.

The Post Office declines all responsibility for Unregistered Letters containing Bank Notes, Coin, or Jewellery, and, where Registration has been neglected, WILL MAKE NO ENQUIRIES into alleged losses of such letters.

Parcel Post to the United Kingdom.

Parcels not exceeding 11 lbs. in weight are received in Hongkong and at British Post Offices in China, for transmission to the United Kingdom by P. & O. Fast Mail Steamer. No parcel is sent with the Overland Mail via Brindisi. Parcels therefore arrive in London about eight days later than the Mail. Parcels may be sealed, but any parcel, even though sealed, is liable to be opened for examination.

Parcels must be posted in Hongkong before 3 p.m. on the day before the departure of the Mail. Those arriving from the Coast, &c., after this hour are kept for the following P. & O. Mail.

The Postage is 25 cents per lb., and 20 cents each succeeding lb. or fraction of a lb., which includes Registration fee, and must be prepaid in stamps. No further charge is made in the United Kingdom except for Customs dues. No parcel must be more than 3 feet 6 inches in length, one foot in greatest length and girth combined. A receipt is given for each Parcel.

The sender must fill up a form of Customs Declaration, which can be obtained free at each Post Office. No parcel can be obtained free at the Post Office, unless it is completely and accurately filled. The only articles ordinarily sent from China which are liable to duty are Tea, Tobacco, and Gold and Silver plate.

Dangerous or perishable goods, articles likely to injure the Mails, Liquids (unless securely packed) or parcels easily crushed, such as hand-boxes, are prohibited. No Parcel can be received if its value exceeds \$250.

A Parcel may contain a letter to the same address as that of the Parcel itself, or any other enclosed letter is allowed.

With regard to inward Parcels, addressees are requested to observe that the Parcel Mail is not opened until the ordinary distribution of letters, &c., is finished. The postage on Parcels at Hongkong is 10¢ per lb., and the regulations are generally similar to the above, and the Parcels are sent out end of the day.

Indemnity for the Loss of a Registered Article.

The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the contents of such correspondence lost, &c., which result from the Post, to the extent of \$10, in certain cases, provided:—

1. That the sender duly observed all the conditions of Registration required.

2. That the letter was securely enclosed in a reasonably strong envelope.

3. That the application was made to the Postmaster General of Hongkong immediately the loss was discovered, the envelope being invariably forwarded with such application unless it also is lost.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, or by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for more damage to fragile articles such as portraits, watches, handkerchiefs, painted books, &c., which result from destruction, although in a broken or deteriorated condition.

Misdirected or Delayed Correspondence.

When correspondence has been misdirected or delayed (both of which are liable to happen occasionally) all that the addressee need do is to note on the cover, *Sent to me by the Post, or Received at 7 p.m., or as the case may be, and forward it, without any other writing whatever, to the Postmaster General.* This should be noted on the first page of the correspondence, and it is a mistake to let such matters pass for fear of giving trouble, a course which generally gives more trouble in the end.

1. Circulars, Dividend Warrants, Invitations, Cards, Patterns, Bills, &c., for addressees in Hongkong or the Ports of China, in batches of not less than ten of uniform size and weight may be sent to the Post Office unsealed, the postage, at the rate of one cent each, being paid in cash or charged to the sender's account.

2. Such covers, when addressed to places other than Hongkong or China, must be prepaid two cents each in stamps as heretofore.

3. Circulars, &c., must not exceed 2 ounces each in weight. Patterns, Almanacs, &c., must be under 4 ounces each in weight. Heavier articles will be charged ordinary rates.

4. Envelopes containing Patterns, &c., may be wholly closed if the nature of the contents be first exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed circulars may be enclosed in pattern packets.

5. Addresses must be complete. That is to say, on such covers as are not addressed to heads of houses the addressee's residence or place of business must be added. Incompletely addressed covers will be returned to the sender for address.

6. It must be understood that the above-mentioned classes of correspondence will invariably be delivered at places of business unless special arrangement is made for delivery at private houses. Such arrangements can only be made subject to the General work of the Post Office.

Fees for Public Vehicles.

Chairs.

IN VICTORIA WITH TWO BEARERS.

Half hour . . . \$1.00 Three hours . . . 6.50

One hour . . . 0.20 Six hours . . . 0.70

Day (6 a.m. to 6 p.m.) \$1.00

If the trip is extended beyond Victoria, half fare extra.

BEYOND VICTORIA, WITH FOUR BEARERS.

Hour . . . 0.60 Six hours . . . 1.50

Three hours . . . 1.00 Day (6 to 6) . . . 2.00

(With five or six bearers.)

Quarter-hour . . . 0.05 Hour . . . 0.15

Half hour . . . 0.10 Every subsequent hour . . . 0.10

NOTE.—Victoria extends from Mount David to Causeway Bay and up to the level of Robinson Road. If the vehicle is discharged beyond these limits half fare extra is to be allowed for the return journey. Extra bearers or drivers and extra hours to be paid proportionately.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, and the following are the names of the vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the Bay of the

Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

- From Green Island to the Gas Works.
- From Gas Works to Jardine's Wharf.
- From Jardine's Wharf to the Harbour Master's Office.
- From Harbour Master's to the P. and O. Co.'s Office.
- From P. and O. Co.'s Office to Peddar's Wharf.
- From Peddar's Wharf to the Naval Yard.

Sections.

- From Naval Yard to Blue Buildings.
- From Blue Buildings to East Point.
- From East Point to North Point.
- Kowloon Wharves.
- Jardine's Wharf.

Vessel's Name.	Anchor.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Passengers								
Acton	2 h	Kovsbeck	Dan.	str.	355	Jan. 16	Arnhold, Karberg & Co.	Holbow, &c.
Agila	5 c	Christiansen	Ger.	str.	1006	Jan. 16	Siemssen & Co.	To-morrow
Albany	5 c	Porter	Brit.	str.	1493	Jan. 16	Jardinson, Bell & Co.	To-morrow
Almoy	3 c	Kohler	Ger.	str.	815	Jan. 16	Siemssen & Co.	Shanghai
Ancona	3 h	Webber	Brit.	str.	3142	Jan. 14	P. & O. S. N. Co.	Yokohama
Anton	5 c	Aereboe	Ger.	str.	306	Jan. 14	Wijeler & Co.	Holhow, &c.
Aratoun Apas	5 c	Olifant	Brit.	str.	1892	Jan. 16	David Sassoon, Sons & Co.	Calcutta, &c.
Aratoun	5 h	Brunner	Brit.	str.	1111	Dec. 28	Jardine, Matheson & Co.	K'loon Do
Carisbrooke	3 h	Case	Brit.	str.	973	Jan. 13	Morris & Ray	.....
China	3 c	Haye	Ger.	str.	1001	Jan. 16	Chinese	.....
City of Rio de Janeiro	5 c	Ward	Amer.	str.	3548	Jan. 9	O. & S. S. Co.	San Francisco
Dakin	5 h	Ajuba	Span.	str.	536	Jan. 13	Chinese	Amoy & Manila
Devonhurst	5 c	Houthoff	Dutch	str.	1164	Jan. 7	Jardine, Matheson & Co.	To-day
Formosa	5 h	Hall	Brit.	str.	674	Jan. 12	Douglas Steamship Co.	Swatow, &c.
Fushan	4 h	Croad	Chi.	str.	1504	Jan. 16	M. C. M. S. N. Co.	Shanghai
Gadilo	5 c	Pearne	Brit.	str.	4205	Jan. 15	O. & S. S. Co.	San Francisco
Glaucus	5 c	Hannah	Brit.	str.	1338	Jan. 14	Butterfield & Swire	Amoy and Shanghai
Independent	5 h	Rosch	Brit.	str.	783	Jan. 16	Douglas Steamship Co.	To-day
Hallogue	3 c	Schäfer	Ger.	str.	871	Jan. 12	Wieler & Co.	Haiphong
Marie	3 h	Hundewadt	Ger.	str.	704	Jan. 14	A. R. Marty	To-morrow
Melita	2 c	Mörck	Ger.	str.	339	Jan. 9	Wieler & Co.	.....
Nanshan	3 h	Blackburne	Ger.	str.	339	Jan. 13	Hop Hing Hong	Bangkok
Phra Chula Chom Klao	3 c	Penson	Brit.	str.	1011	Jan. 10	Yoon Fat Hong	10th inst.
Phu Quo	3 c	Robins	Chi.	str.	234	Dec. 17	Chinese	.....
Pilot Ship	3 c	Strocani	Brit.	tug.	161	Sept. 27	H. K. & W. Dock Co.	.....
Polythymia	5 c	Schaefer	Ger.	str.	1089	Jan. 18	Siemssen & Co.	Hamburg
Pyromantis	5 c	Beasley	Brit.	str.	1387	Jan. 12	Geo. R. Stevens & Co.	Kobe
Taiyuan	5 c	Vardin	Brit.	str.	1450	Jan. 13	Butterfield & Swire	Shanghai
Triton	3 h	Bleicken	Ger.	str.	1442	Jan. 6	Ed. Schellhaus & Co.	To-day
Triumph	5 c	Moos	Ger.	str.	974	Dec. 21	Wier & Co.	Quarry Bay
Wyem	5 h	Brotherton	Brit.	str.	1107	Jan. 12	Siemssen & Co.	K'loon Do
.....	.....	Droghda	Ger.	str.	814	Jan. 2	Tung Kee & Co.	.....